

1970 Chevrolet Corvette

2dr Convertible . 8-cyl. 454cid/390hp 4bbl LS5

#1 Concours condition

\$141,000

↗ +7.6%

#2 Excellent condition

\$85,400

↗ +7.7%

#3 Good condition

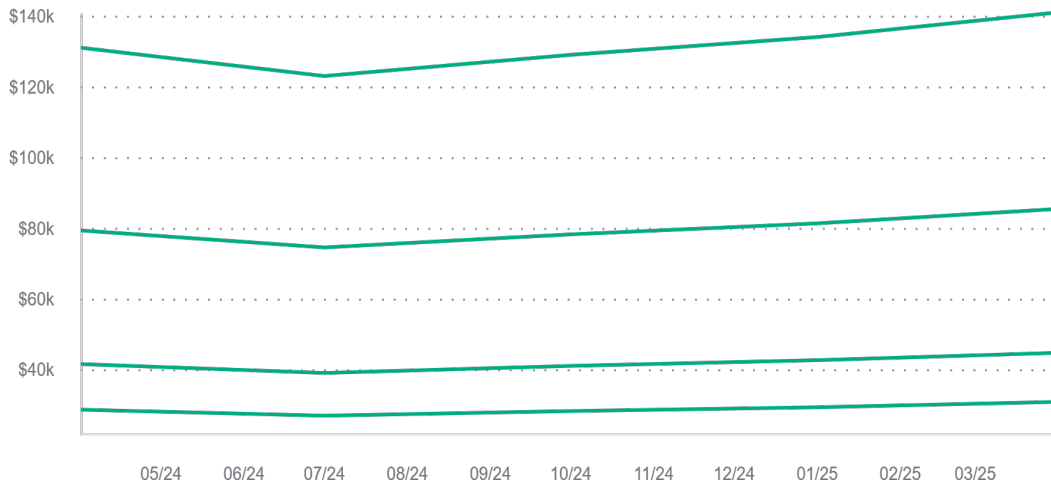
\$44,700*

↗ +7.7%

#4 Fair condition

\$30,800

↗ +7.7%



NOTE: The chart displays price changes for the last year.

Value adjustments

+\$1,800 for close ratio 4-spd.	+\$200 for pwr wndws.	+\$2,000 for a/c.	+\$1,850 for hard top.	+\$900 for custom interior (leather).
+\$2,500 for pwr strg.	+\$1,500 for tilt/tele strng whl.	-8% for auto trans.		

Model description

Chevrolet Corvette sales dropped for 1970, down more than 50 percent from 1969 when the run was extended. Sales were 17,316 compared to 38,762 the year before. Of these, 10,668 were coupes and 6,648 were convertibles. The most significant change was the introduction of the 454 cid big-block Chevy V-8, up from the previous 427 version.

There were originally two big-block versions planned: the 370 bhp LS5 and a ground-pounding 460 bhp LS7. Only the LS5 made it to production, but Sports Car Graphic editor Paul Van Valkenburgh did get to test the LS7 – driving it 2,500 miles from Riverside Raceway in California to Detroit. The LS7 had solid lifters, a hot cam and Holley double-pumper carburetor. He found it lived up to its advance publicity with a quarter miles in 13.8 seconds at 108 mph.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.